

BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.

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Agreements Adopted by the Passenger Services  
Conference (PSC) of the  
International Air Transport Association

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Docket OST-2005-

**APPLICATION FOR APPROVAL OF AGREEMENTS  
BY THE  
INTERNATIONAL AIR TRANSPORT ASSOCIATION**

June 10, 2005

Communications with respect to  
this document should be sent to:

Douglas Lavin  
Regional Vice President – North America  
International Air Transport Association  
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**Summary**DOCKET: **OST-2005-**DOT ORDER: **pending**Date: June 10, 2005Filing fee/IATA Acct: \$61 – A328US/UST involved?: yesIntended effective date: **1 July 2005**

Memorandum: **MAIL VOTE NUMBER S 082**  
**RP 1720a –13 Digit Numbering System for Traffic**  
**Documents Form Code for Virtual Multiple Purpose**  
**Document (vMPD)**

Summary is included.

### **APPLICATION FOR APPROVAL OF AGREEMENTS**

Pursuant to statements submitted by Member airlines of the International Air Transport Association (IATA), the undersigned has been constituted to be their attorney-in-fact for filing with the Department of Transportation copies of agreements adopted by the IATA Traffic Conferences.

On their behalf, and pursuant to Sections 41308 and 41309 of Title 49 of the United States Code and Parts 303.03, 303.05 and 303.30(c) of Title 14 of the Code of Federal Regulations, I am filing with the Department this application for approval of an IATA agreement.

This agreement and related factual and explanatory materials and documentation required by 14 C.F.R. 303.31 and Department and Civil Aeronautics Board (CAB) precedent are contained in the IATA Traffic Conference documentation summarized above.

This agreement arises from the continuing process of Services Conferences through which IATA Member airlines establish standardized facilitation arrangements intended to ease international air transportation and interline procedures. This agreement was developed in the context of prior Department and CAB rulings addressing related agreements which reflected regulatory and market conditions then in effect. The present agreement, which makes amendments to the framework agreements forming the charter for ongoing facilitation programs or creates new agreements pursuant to that framework, should be viewed as part of a dynamic process of IATA Member airline adjustment to governmental and economic factors.

On previous occasions, the Department and CAB have found these framework agreements to be consistent with the public interest. The present agreement does not impair the previous bases for approval and themselves are not adverse to the public interest. Moreover, approval of this agreement, which reflects compromises among the differing economic and social philosophies of the many nations whose airlines are parties, will advance the public interest in maintaining good aviation relations with other countries.

We request early approval by the Department pursuant to 49 U.S.C. 41309 and the grant of full antitrust immunity pursuant to 49 U.S.C. 41308. The conferral of full antitrust immunity would be in the public interest and necessary for the transaction to proceed. This agreement is a product of the IATA Services Conferences which the Department found to be anticompetitive but nevertheless approved and immunized in Order 85-5-32 (May 6, 1985) on foreign policy and comity grounds.

The agreement embodies amendments to services resolutions/recommended practices that have been previously approved and immunized or creates new resolutions / recommended practices pursuant to the framework forming the charter for ongoing facilitation programs. Therefore, consistent with the Department's policy of immunizing amendments coextensively with the underlying agreement, the subject agreement should be granted immunity.

Respectfully submitted:

Douglas Lavin  
Regional Vice President – North America  
International Air Transport Association

**CERTIFICATE OF SERVICE**

A copy of this application or a summary notice thereof has been served by first class or priority mail on the following persons:

Chief, Transportation, Energy  
& Agriculture Section  
Antitrust Division  
Department of Justice  
Washington D.C. 20530

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Douglas Lavin

Date Served



## MEMORANDUM

TO: All Members, PSC – Accredited Representatives

FROM: Director, Passenger

DATE: 19 May 2005

SUBJECT: **MAIL VOTE NUMBER S 082**  
**RP 1720a –13 Digit Numbering System for Traffic Documents**  
**Form Code for Virtual Multiple Purpose Document (vMPD)**

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On the request of the Director General the following mail vote is issued, timing of which is:

Voting Period:	20 May – 3 June 2005
Filing period with Governments	6 June – 17 June 2005
Intended effectiveness date:	1 July 2005

Members' Accredited Representatives are requested to cast their votes by e-mail ([mullerm@iata.org](mailto:mullerm@iata.org)), by teletype (GVARZXB) or by fax (+41 22 770 2662). *Votes not received by the end of the voting period (3 June 2005) will be assumed affirmative.*

Filing formalities with the United States Department of Transportation, on behalf of all Members, and with the Canadian Transportation Agency, on behalf of Canadian Members, will be accomplished by IATA.

The amendments to RP1720a as shown in **Attachment A** will be declared effective upon receipt of all required Government approvals, in accordance with Resolutions 001 and 006.

Michael Feldman

International Air Transport Association

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## **Request for New Form Code for Virtual Multiple Purpose Document (vMPD)**

### **Background**

IATA has developed a secure, web-based system for agents to report transactions using electronic/paperless procedures whereas previously such agents used manual Multi Purpose Documents (MPDs).

The use of the "virtual" MPD (vMPD) is more efficient and leads to better quality data and lower costs.

Currently more than 20 airlines in several BSPs in the Americas region are using the vMPD. Several airlines have indicated their preference for a dedicated Form Code for vMPDs, to facilitate handling in their systems.

### **How does it work?**

The IATA system automatically assigns the serial number with the issuance of each vMPD, and alerts the airline of the transaction through an email message in which the agent is copied. The airline then enters the vMPD information into their own system. The IATA system also sends a standard RET for the vMPDs to the BSP/DPC for normal billing. Potential for fraud is reduced, and airlines are no longer required to distribute CIPs.

The system has been very successful (especially for PTAs), and there is now significant interest in implementing in other BSPs around the world. As in the Americas, it is planned to first have dialogue with airlines and agents, and testing done prior to live implementation in any BSP. It is also planned to integrate the system into BSPlink.

### **Problem**

The reporting of vMPDs is currently non-standard and potentially ambiguous/confusing for airline systems, since Form Codes for manual MPDs (e.g. 500) have been assigned for paper 1-coupon MPDs, with reference to Resolution 726e, and Check Digit calculation Method 1 (for pre-numbered documents).

In fact vMPDs are somewhat of a hybrid of manual (Resolution 726e) and automated (Resolution 726b) documents, and are computer-numbered so should use Check Digit Method 2.

### **Proposed Action**

PSC to adopt amendments to RP 1720a as shown in **Attachment A**, in order to facilitate the implementation of vMPDs worldwide.

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STANDARD THIRTEEN-DIGIT NUMBERING SYSTEM FOR TRAFFIC DOCUMENTS

(amending)

PSC(MV S 082)1720a

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Attachment 'A'

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A\*

The Document Numbering Assignments are for Prenumbered Documents Except as Noted								
Source of Sale	Type of Form	No. of Coupons	IATA Resolution/RP	ATA Resolution	Airline Code	Form Code	Number of Digits	Method of Check Digit Calculation
<del>Reserved for future industry allocation</del> <u>Agency (BSP)<sup>1,2</sup></u>	<del>Not Assigned</del> <u>Virtual Multiple Purpose Document</u>	<u>Coupon-by-Coupon (paperless)</u>	—	—	— — — —	180	<u>7</u>	<del>Not Assigned</del> <u>2</u>